रेल मंत्री (श्री सी० के० जाफर शरीफ):

(क) जी नहीं ।

(ख) से (ङ) प्रश्न नहीं उठता ।

भागलपुर जंक्शन को एक सुपरफास्ट रेलगाड़ी से जोड़ने का प्रस्ताव

4831. **श्री जनार्दन यादव :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या राजधानी एक्सप्रेस जसी किसी सुपरफास्ट रेलगाड़ी के बिहार के भागलपुर जंक्शन से जोड़े जाने का कोई प्रस्ताव सरकार के विचाराधीन है ;

(ख) यदि हां, तो कब तक; और

(ग) यदि नहीं, तो उसके क्या कारण है ?

रेल मंत्री (श्री सी० के० जाफर शरीफ)

(क) जी नहीं ।

(ख) प्रश्न नहीं उठता

(ग) परिचालनिक कठिनाइयों/संसाधनों की तंगी तथा यातायात का औचित्य न होने के कारण ।

Strike by private bus operators in the Capital

4832. SHRI KRISHAN LAL SHARMA: Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether it is a fact that private transporters observed total strike in the Capital on 21st February, 1994;

(b) if so, what were their demands;

(c) whether it is also a fact that DTC buses were quite inadequate to meet the situation;

(d) if so, whether Government propose to ensure that such strike do not place in future; and

(e) if so, details of the steps being taken in this regard ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) Yes, Sir.

(b) Their main demands were as under:—

(i) The bus routes settled by RITES—Acharya Committee should not be made the basis of re-assignment of permits.

(ii) The fare structure of Public Transport buses should be revised upward following the increase in the cost of operations.

(c) Yes, Sir. However, DTC tried to meet the situation by putting extra buses on road on that day and carried more than 18 lakh additional passengers with the limted resources available.

(d) and (e) Yes, Sir. The demand pertaining to the routes of the private operators is under consideration of a Committee under the Chairmanship of Chief Secretary of the Government of National Captial Territory of Delhi. Private Transport Operators presently follow the fare structure made applicable to DTC and the revision of fare structure of D. T. C. is under consideration of the Government of India.

Financial Crisis in Visakhapatnam Shipyard

4833. DR. SANJAYA SINH : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether it is a fact that the Visakhapatnam Shipyard is facing a lot of financial difficulties and if so, what are the details therof and what are the precise reasons therefor;

(b) what are the details of the work executed by this shipyard during the last three years and how many orders were placed by the Shipping Corporation of India and ONGC during the period;

(c) what are the details of the administrative expenditure incurred by the management on account of salary etc. during each of the last three years;

(d) whether any retrenchment of the staff was resorted to during the period and

if so, the details thereof and what are the future plans for curtailing the administrative expenditure; and

(e) what other steps are proposed to be taken to tide over the financial crisis of the shipyard and by when it is Likely to be implemented ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) Hindustan Shipyard has been incurring losses since 1980-81. The accumulated loss of HSL as on 31-3-93 is Rs. 569.12 crores. The reasons for the poor financial performance of HSL are as follows :—

(i) Cost-price gap.

(ii) Low productivity.

(iii) Time over-run in completion of ships.

(iv) Huge interest burden on borrowings from banks etc. to finance working capital requiremnts.

(v) Poor order book position.

(vi) Higher prices of indigenously produced materials and components.

(b) The details of the work executed by HSL during the last three years and the orders placed by Shipping Corporation of India and the ONGC are given at statement (*see* below).

(c) The expenditure incurred by the management on account of salary etc. during each of the last 3 years is given below :

(Rs. in crores)

	1990-91	1991-92	1992-93
Salaries and Wages	33.40	31.07	34.40
Other Administrative Expenses . . .	7.77	6.82	6.58

(d) and (e) No retrenchment was resorted to during the period. The following steps have been taken/are being taken for revival of the yard :—

(i) A revised pricing policy to reduce the cost-price gap has been decided upon by the Government and orders were issued in this regard on 8-9-93. This includes a provision of soft loan at 9%.

(ii) Government has approved sale of 3 bulk carriers under construction in HSL at enhanced price of Rs. 160 crores as against Rs. 62 crores fixed in the past.

(iii) Ways and means loan totalling Rs. 81.00 crores has been released for meeting the expenditure on account of wages, salaries and other working capital requirements of HSL during the last 4 years including this year.

(iv) Orders have been placed for construction of a passenger-cum-cargo vessel for A&N Administration for Rs. 164 crores.

(v) A major repair order for the repair of 'm. v. Akbar' for about Rs. 33 crores was placed on HSL.

(vi) An amount of Rs. 22 crores has been released during the last 3 years (including this year) for implementing Voluntary Retirement Scheme in HSL and so far 1345 employees have retired under this scheme.

(vii) The capital restructuring proposal of HSL is under consideration and it is held up for the last 2 years on account of non-finalisation of the issue regarding treatment of cash-credit amount of about Rs. 187 crores as on 31-3-93 with SBI.

(viii) Autonomy in procurement of inputs and grant of various reliefs in taxes and duties.

Statement

Works Executed during the last three years by the HSL ;

1991-92 : Ships under construction ;

——1 No. 27,000 DWT bulker for M/s. SCI.

——2. Nos. 42, 750 DWT bulker for M/s SCI.

——1 No. Hull of landing ship tank (large) for M/s GRSE/Navy

——3 Nos. patrol vessels, for Indian Navy.

Out of the above vessels, 1 No. patrol vessel was delivered in October '91

——PE—Jacket installation

——LE & IL Decks load out, transportation and installation
——RV 10 & 17 load out & transportation
——20.36 Kms. pipeline laid.
} for ONGC

1992-93 : Ships under construction :

——1 No. 27,000 DWT bulkers for M/s SCI.

——2 Nos. 42,750 DWT bulkers for M/s SCI.

——2 Nos. patrol vessels for Indian Navy
One patrol vessel was delivered to Navy in December 92.

——RV 17 Oil flow commissioning
——RV 10 installation
——PA-PD Oil flow
——PA (tamp. deck) & SHP modification
——35.338 Kms. pipeline laid.
} for ONGC

1993-94 : Ships under construction :

——1 No. 27,000 DWT bulker for M/s SCI.

——2 Nos. of 42,750 DWT bulkers for M/s SCI.

——1 No. patrol vessel for Indian Navy.

——1 No. of 1000-T HSD oiler for Indian Navy, order for which was received in march, 1993.

——RV 10 Commissioning and oil flow
WA & WB Decks load out and transportation
} for ONGC

Out of the above 1 No. 27,000 DWT bulker for SCI and 1 No. patrol vessel were delivered on 28-6-93 and 3-11-93, respectively. No fresh orders for construction of vessels were received from SCI during the past three years.

Budgetary Assistance to State Road Transport Corporations

4834. SHRIMATI CHANDRIKA ABHINANDAN JAIN : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether it is a fact that Government have decided not to give any budgetary assistance to the State Road Transport Corporations during the year 1994-95;

(b) if so, what are the reasons therefor;

(c) whether the Planning Commission has proposed any strategy for financial improvement of the State Road Transport Corporations; and

(d) if so what are the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPOR (SHRI JAGDISH TYTLER) : (a) and (b) In time with the policy guidelinse envisaged in Annual Plan 1993-94 Document, Planning Commission has been advising the State Governments that the expansion